

# China Mail

Established February, 1845.

Vol. XLIV. No. 7693.

號九月四日八十八百八千英

HONGKONG, THURSDAY, APRIL 19, 1888.

日九月初三年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALDAR, 11 & 12, Clerken's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GEDOON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Waterloock, E.C. SAMUEL DEACON & Co., 150 & 154, Londonwall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMADEI PENCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GEYLON.—W. M. SMITH & Co., The APOTHECARIAS Co., Colombo.

SINGAPORE, STRAITS, &c.—SAVAGE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA.—MORAN, F. A. DE CRUZ, SANTO DOMINGO, HEDDE & Co., Shanghai.

LANE, CRAWFORD & Co., and KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & Co., and KELLY & Co.

U. S.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1 or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest.

4.—Interest at the rate of 3½ per cent, per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1888. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$3,900,000  
RESERVE LIABILITY OF FED.....\$7,500,000  
PRIFICES.....\$7,500,000

COURT OF DIRECTORS.

Chairman—Hon. JOHN BELL IRVING.  
Deputy Chairman—W. H. FORBES, Esq.  
C. D. BOTTOMLEY, Hon. A. P. McEWEN,  
Esq.  
S. C. MICHAELES,  
Esq.  
W. G. BROOKES, Esq.  
H. L. DAILEY, Esq.  
J. S. MOSES, Esq.  
E. A. POONCELET, Esq.  
H. HOPKINS, Esq.  
E. A. SOLON, Esq.  
B. LAYTON, Esq.

Chief Manager—THOMAS JACKSON, Esq.

Manager—E. C. CAMPBELL, Esq.

Shanghai—E. C. CAMPBELL, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent, per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2½ per cent, per annum.  
" 6 " 4 per cent " "  
" 12 " 5 per cent " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, January 25, 1888. 363

NOTICES OF FIRMS.

NOTICE.

MR. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888.

DEACON & Co.

Canton, 2nd April, 1888. 533

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 15, 1888.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. KETEL, PH.D., TURNING THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF FIFTEEN PER CENT, upon Contributions for the year 1887 has this Day been declared.

WARRANTS may be had on application at the OFFICE of the Society on and after the 20th Instant.

By Order of the Board,

DOUGLAS JONES,  
Acting Secretary.

Hongkong, April 16, 1888. 620

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC & METEOROLOGICAL INSTRUMENTS.

VOYAGER'S CELESTIAL BINOCULARS AND TELESCOPES.

RETIRED LIQUOR AND OTHER COMPASSES.

ADMIRALY & IMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE.

CHAS. J. GAUPP & Co.,  
Acting Secretary.

Hongkong, April 16, 1888. 620

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CHAS. J. GAUPP & Co.,  
Acting Secretary.

Hongkong, April 16, 18

## To-day's Advertisements.

NORDDEUTSCHER LLOYD.  
NOTICE.STEAM TO YOKOHAMA, KOBE AND  
NAGASAKI.  
(Passing through the INLAND SEA.)The Co.'s Steamship  
General Werder,  
Capt. W. von Schuckmann,  
will leave for the  
above Ports TO-MORROW (Friday), the  
20th instant, at 2 p.m., instead of as pre-  
viously notified.The Steamer has excellent Passenger  
Accommodation, is fitted up with Electric  
Light and carries a Doctor and Stewardess.For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, April 19, 1888. 636

FOR SHANGHAI.

The Steamship  
Niagara.Capt. F. Schulz, will be  
despatched for the above  
Port TO-MORROW, the 20th instant, at  
4 p.m.For Freight or Passage, apply to  
SIEMSEN & CO.

Hongkong, April 19, 1888. 637

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
Devotion.Captain Asquith will be  
despatched as above on  
SATURDAY, the 21st instant, at  
4 p.m.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 19, 1888. 569

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship  
Zephyr.Captain Anderson, will be  
despatched for the above  
Ports on TUESDAY, the 24th instant, at  
4 p.m.For Freight or Passage, apply to  
RUSSELL & CO.,  
General Managers.

Hongkong, April 19, 1888. 639

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Car & Passengers at through rates  
for NINGPO, CHIEFOO, NEW  
CHWANG, TIENSIN, HANKOW and  
Ports on the YANTZEE.)The Co.'s Steamship  
Achilles.Capt. Anderson, will be  
despatched as above on  
THURSDAY, the 26th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 19, 1888. 636

STEAM TO STRAITS, COLOMBO  
AND BOMBAY;Connecting with COLOMBO with the  
Company's Steamer *Ravena* for MARSELLES,  
LES, LONDON, and INTERMEDIATE  
POURS.The P. & O. S. N. Co.'s  
Steamship  
Tanjore.will leave for the above  
Ports on SUNDAY, the 20th April, at  
Daylight.For Freight or Passage, apply to  
E. L. WOODIN,  
Superintendent.P. & O. S. N. Co.'s Office,  
Hongkong, April 19, 1888. 638In the Matter of the Petition of PERCIVAL  
EVERITT, of No. 47, Cannon Street,  
London, England, for a LETTERS  
PATENT, for(1) "IMPROVEMENTS IN APPARATUS FOR  
RECEIVING PAYMENT FOR AND FOR  
DELIVERING PREPAID GOODS;" and  
(2) "IMPROVEMENTS IN APPARATUS FOR  
RECEIVING PAYMENT FOR AND FOR  
DELIVERING PREPAID GOODS," for  
which Her Majesty's Royal Letters  
Patent have been duly granted in  
England.

NOTICE IS HEREBY GIVEN that the necessary Petitions, Specifications, Declarations, and Drawings required herein by Ordinance No. 14 of 1862, have been filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said PERCIVAL EVERITT, by his duly-authorized Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the said Inventions.

NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council, before whom the matter of said Petitions will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on the 25th DAY OF APRIL, 1888, at 11 a.m.

Dated 13th day of April, 1888.

WOTTON &amp; DEAGON.

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO CONTRIBUTORS.

A First INTERIM BONUS OF TWENTY  
PER CENT upon Contributions for the  
year 1887 has this Day been declared.WARRANTS may be had on application at  
the above OFFICE on and after the 5th  
PROXIMO.JARDINE, MATHEWS & CO.,  
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, April 19, 1888. 640

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND  
SINGAPORE.THE Steamship *Glenbras*, having arrived  
from the above Ports, Consignment of  
Cargo by her and by the S.S. *Holland* and  
*Tower Hill* from New York are hereby in-  
formed that their Goods are being landed  
at their risk into the Godowns of the  
HONGKONG AND KOWLOON WHARF AND  
GODOWN CO., LTD., at Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded un-  
less notice to the contrary be given before  
4 p.m. To-day.Cargo remaining undelivered after the  
25th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
JARDINE, MATHEWS & CO.,  
Agents.

Hongkong, April 19, 1888. 636

## SHIPPING.

## ARRIVALS.

April 19, 1888.—

Velox, German steamer, from Whampoa.

Lady Harcourt, British barque, 332 T.

H. Williams, Honolulu March 11, General

MASTER.

Glenbras, British steamer, 1,408 Tons

Ferguson, London and Singapore April 13,

General—JARDINE, MATHEWS &amp; CO.

Fokien, British steamer, 600, Tons S. Esom,

Tamsui April 15, Amoy 16, and Swatow 18,

General.—DOUGLAS STEAMSHIP CO.

## DEPARTURES.

April 19.—

Anton, for Hainan and Pakhoi.

Bayern, for Shanghai.

Musketa, for Nagasaki and Vladivostock.

Namo, for Coast Ports.

Thibet, for Singapore and Bombay.

Kutzing, for Shanghai.

Moulton, for Amoy and Shanghai.

## CLEARED.

Phra Chon Kha, for Swatow.

Lillian, for Honolulu.

Visions, for Amoy and Manila.

Cheung Hock Kian, for Swatow and Amoy.

Chu-yuen, for Swatow.

Norden, for Kitchinotzu.

Kong Ieoy, for Swatow and Singapore.

## ARRIVED.

Per Lady Harcourt, from Honolulu, 80

Chinches.

Per Fokien, from Coast Ports, Mr C. F.

Hartson, Mr and Master Barrett, 1 Euro-

pean, and 60 Chinese.

## DEPARTED.

Per Arrival Asper, for Calcutta, Mr

J. S. Pudah and son.

Per Bayern, from Antwerp, Mr William Linn;

from Genua, Messrs H.

Huggo, W. T. Shand and Oscar Birchett;

from Mr T. Meyer; from Hongkong,

Messrs N. E. Nicoll, Carl Simon, O.

Brett and Berhard Graff.

Per Anton, for Hainan, 50 Chinese.

Per Modesta, for Nagasaki, 296 Euro-

peans, and 50 Chinese.

Per Thibet, for Singapore, 54 Chinese.

Per Kotsing, for Shanghai, 5 Europeans,

and 40 Chinese.

Per Moulton, for Amoy, 2 Europeans,

and 50 Chinese.

Per Nansen, for Swatow, Mr Wong Fai

Shan, Mr and Mrs Ching Sit, and 500

Chinese; for Amoy, Dr. Johnson, and

Miss Mogerter; for Foochow, Messrs G.

Duloch Lum Pang Poo, and Mrs Lum.

## THE DEPARTURE.

Per Phra Chon Kha, for Swatow, 1 Eu-

ropean, and 30 Chinese.

Per Lillian, for Honolulu, 20 Chinese.

Per Visions, for Amoy, 12 Chinese.

Per Cheung Hock Kian, for Swatow, 328

Chinese.

Per Chi-qua, for Swatow, 320 Chinese.

Per Kong Ieoy, for Swatow, 10 Chinese.

## SHIPPING REPORTS.

The British steamer Fokien reports:

From Tamsui to Amoy, strong North-

winds and rain, mostly from Amoy

to Tamsui, moderate Northwesterly winds

and the weather; from Swatow to port, light

variable wind and fine weather until mid-

night; thence to port, calm and dense fog.

Steamers in Tamsui, Foochow, Taiwan,

Wusung, Foochow, and Amoy.

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## GENERAL.

We are requested to state that the juries called for this month's Criminal Sessions will not be required to attend to-morrow.

We understand that the *Tug-of-war*, *St. Joseph's College*, the other Schools, will be pulled off on the Cricket Ground to-morrow afternoon at five o'clock.

We published two or three days ago information with regard to the death of Captain Quarterly. We now give some further details taken from the *Singapore Free Press* of 12th inst.—By the arrival of the Glen line steamer *Glenfiddie* to-day news has been brought of a very sad occurrence that took place during the voyage out of that vessel. The *Glenfiddie* left London on the 5th of March, and on the 8th when in the Bay of Biscay was encountering heavy weather, rolling heavily and taking seas on both fore and aft. About a quarter before one o'clock the first officer, Mr. Ferguson, went to speak to Captain Quarterly, but could not find him. The ship was at once searched, but without success, and there seems to be no doubt that the Captain was swept overboard by one of the seas which were at intervals breaking over the deck. No one had heard any cry or alarm of any kind. This very sad event took place while the ship was in lat. 40° 30' N. and lon. 7° 28' W. The *Glenfiddie* was brought to Singapore by Mr. J. Ferguson, the chief officer. Capt. Bowden Quarterly had been for about sixteen years in the service of the *Glen* Company, having joined originally as fourth officer. He belonged to Barnstaple in Devonshire and was 42 years of age at the time of his death. He was unmarried and his parents are still alive to mourn his loss. He was much respected and trusted by the owners, and he was greatly liked by all who knew him. The last case of an officer of the *Glen* line losing life overboard occurred in the last week of 1886, when the second officer of the *Glenowen*, with two men, was washed off the deck of that steamer while endeavouring to secure the steering-gear which had parted in heavy weather almost at the same place where Captain Quarterly was drowned.

#### THE STRIKE OF BOATMEN.

#### STRIKERS PUNISHED FOR INTIMIDATION.

Four cargo-boat men were brought up in the Police Court to-day, before Mr. Sercombe Smith charged with intimidating the owner and crew of a cargo boat yesterday and forcibly taking possession of the vessel. They all denied the charge.

Complainant said—I am the wife of the master of cargo-boat 307. At 3 p.m. yesterday we took a load of cargo from a junk to a steamer lying at Messrs Jardine's Wharf. Defendants came on the wharf with upwards of ten others, and told me that after I had discharged the load to the steamer I must send my boat over to Shun-pui-pu and that I must not take any more cargo. I said I would take the boat over. I did not wish to comply, but they engaged a steam launch and towed my boat over. I did not agree to have my boat towed. I did not make any resistance; I only told them I did not wish to go. Their party was stronger than mine and therefore I could not prevent them. My boat is now off Tsim-sa-tau where it was taken by the police. There was no force used to me. None of the defendants belong to my boat. None of them has any right on board; they came on board against my will. I was on board the boat when it was towed away; two of my folks were also on board. The four defendants were all on board the steam launch. I recognise the first, second and third, but I am not quite sure about the fourth. I could not say which of them made fast my boat to the launch. It was made fast by means of a rope from the launch. They towed me a little way off Messrs Jardine's Wharf, when a police boat rowed off and came up to us. A constable asked me what was the matter. My husband was on shore at the time. I told the police what I have already stated. The launch was stopped. A police launch came up afterwards. I saw the police go on board defendants' launch. I don't know what launch it was.

Pang Chan—I am the captain of the steam launch *Ying Sui* which belongs to the Hing Kee. I have never seen any of the defendants till yesterday. I saw them all yesterday on a boat we were towing about 2.30 p.m. My launch went to Messrs Jardine's Wharf. The first defendant engaged the launch to tow a vessel. At that time the launch was lying off Hing Kee's place. First defendant came on board and engaged the launch. He said the vessel he wanted us to tow was a small cargo boat. He pointed out the boat we were to tow and I took the launch alongside. Our sailors made the boat fast to the launch. The first defendant came on board our launch at Hing Kee's, and when we left Jardine's wharf the first three defendants were on board. I did not know who the boat that we were towing belonged to. We took the boat about 100 yards when we were hauled by a police pull-away boat. We slowed the engine, and when they asked us what was the matter I told them we were going to Ty-ko-tau. Some of the police came on board. I saw the fourth defendant in the boat.

Ng Choi, employed on cargo boat 307, gave evidence corroborative of that tenanted by complainant. His mistress objected to the boat being towed by the launch. This sort of thing had never been done before. The first defendant told them they must not take any more cargo. He gave no reason for this. The first, second and third defendants helped to make the boat fast to the launch.

Lei Wa Fuk—I am the owner of cargo boat 307. I was on the Praya yesterday afternoon and saw a launch towing my boat. I gave the launch no permission to do so. My boat lies at Yau Ma Tei at night but is not towed over there. When I saw my boat being towed away I told the police and asked them to haul the launch. The police then pulled to the launch. The launch came back. I don't know the defendants.

Harry Ellis, P.C.—about 3 p.m. yesterday I was on patrol duty near Jardine's Wharf. I saw a police boat going off, I was in the police launch and steamed after the boat. I went alongside a cargo-boat that was being towed by a steam launch. Complainant was on the boat and seemed very excited. I asked her what was the matter and she said she was being towed out against her will. I then went on board the launch and asked why he was taking the boat away. He said he was ordered to do so by first defendant. The first, second and third defendants were on the launch and the fourth was in the cargo boat. I asked first defendant if he engaged the launch, but I could not make out what he said. I took all four defendants on board the police launch and told the *Ying Sui* launch to take the cargo-boat back to the wharf.

Inspector Corcoran said the defendants had described themselves as cargo-boat men unemployed. He suggested that, in the present circumstances, as there was a strike among the cargo-boat men, his Worship might think it well to remand the case.

His Worship—Do you not think it would have some effect in suppressing the strike to make a good example of some of these men?

Inspector Corcoran said he did not know what conclusion his Worship had come to in the matter. The only object he had in asking for a remand was that it might have a deterrent effect on others and stop the practice of intimidation which he believed was still carried on.

On being asked if they had anything to say, defendants all denied the charge. First defendant said and complained of his four cents to go and get a launch to tow her boat. Second defendant said he happened to see a boat at Jardine's Wharf and asked where it was going to, and being told it was going to Ty-ko-tau, he said he would take a passage. Third and fourth defendants also said they had taken a passage by the boat.

His Worship sentenced the first defendant to three months' hard labour, and the second and third to six weeks' hard labour. The fourth defendant was discharged.

#### CORRESPONDENCE.

HOW FIRE KINKS ARE ACCEPTED.

To the Editor of the "CHINA MAIL."

April 19.

Sir.—As one who knows perhaps quite as much as the Hon. A. P. McEwan about the manner fire risks have been accepted by foreign office agents, I must distinctly assert I am personally aware of risks that have been accepted from Chinese with, in my opinion, scandalous recklessness. Numerous policies have been in my hands, and I have invariably asked questions with the view of learning what precautions were taken by the agents before the policy was granted. The usual reply has been that all was settled with the underwriter, and I found that no proper examination of the premises was made.

There is something pretty rotten when it has been no the custom, on payment of the claim after a fire, to pay the agent's commission at 2 per cent, on the sum to be received. That this is done to a large extent I have had positive proof. Doubtless agents may not know of this themselves, or else knowing it see nothing unusual in it. I have made up my mind to propose an addition to the Ordinance which, I think, will be a great advantage, while there would be a great uncertainty hanging over all kind.

Rumours might, arise which would at one moment make an enormous difference in the value of land. They might possibly be inventions, still we know that matters of value and credit are very easily affected by rumour, and in this case, unless there were a strong necessity for it, it is a contingency which should be avoided. I can see no more than that it would give an opening to what still worse—corruption. An enormous difference in the value of land might arise between pieces of land with and without this disability. For this reason, and especially in view of the fact that I had already made up my mind to propose an addition to the Ordinance which will be a great advantage, while there would be a great uncertainty hanging over all kind.

The Acting Chief Justice—I think if you were to leave out the words "of the type," it might meet the difficulty. I see how you can construe that otherwise, because I say—"Chinese tenement shall mean any tenement of the type usually designed for habitation by Chinese," and I think it very undesirable that it should be omitted. I can see no more than that it would give an opening to what still worse—corruption. An enormous difference in the value of land might arise between pieces of land with and without this disability. For this reason, and especially in view of the fact that I had already made up my mind to propose an addition to the Ordinance which will be a great advantage, while there would be a great uncertainty hanging over all kind.

His Excellency—But surely it is only the words "of the type" that run the point I referred to just now.

The Acting Chief Justice—As I understand, it is not intended to exclude the Chinese from building houses in the European district provided they are built so that each shall have one thousand cubic feet of space. But if you say it shall not be built of Chinese type, that might be held to mean it shall not be of Chinese architec-

ture.

The Surveyor General—I think the words "of house" should stand, because it is obvious that if a house of this type is built it will sooner or later become over-crowded. These houses are built and pulled out inside into divisions like horse boxes.

His Excellency—I think on the whole, as there is no immediate hurry about it, and as the various points suggested are well worth consideration, and I am not averse to suggestions, even at the last moment, we might let this stand over for another week. I think I say, in consequence of what the Chief Justice has said, a measure of getting rid of the word "Chinese" and I don't see, really, why the word "Chinese" might not be eliminated, and why the description should not be the word "tenement"—any tenement evidently designed for habitation by more than one person to every thousand feet.

The Acting Chief Justice—I don't ob-

ject to the word Chinese from my point; it is only that a Chinaman builds his house of a certain style. The principle, I understand from your Excellency, is that no tenement is to be of less than 1,000 feet for each inhabitant; there is nothing as to the style, as to whether it should have a dragon on the top or be covered with blue tiles; and no doubt the Chinese Chamber of Commerce would build in that style.

His Excellency—The Hon. the Surveyor General thinks the definition ought to remain as it is, and I can quite see where the difficulty is. A building may be put up without any of these small apartments in the first story, and apparently a very nice building; but as soon as it is built these apartments go up, and then it will involve a prosecution afterwards that might have been avoided at first. All these things that have been said point to the desirability of leaving the Bill over for a week in order that they may be thoroughly considered, I have had this point in my mind before, and the difficulties suggested are only small, very few in fact, of the enormous number that have been suggested in the matter, but I don't think I should be acting wisely, in view of what the head of the Supreme Court has just told us, in leaving a definition that would, so to speak, encourage litigation, and the mere fact of that having been mentioned here would be apt to give rise to it. If we can avoid a definition of that kind I think it would be only wise to do so.

This part of the Bill was left over.

In the second section an alteration was made in the boundary line, on the motion of the Attorney General, so as to exclude Island no. 73, Queen's-land East, from the operation of the Ordinance.

His Excellency—I may say with refer-

ence to that, I specially took advantage of slight circumstances to put off the passing of this Ordinance, so as to give opportunity to the public to make objections to the line drawn. The line has been drawn with a view to produce as little inconvenience or disturbance of interests as is possible. I think it is, to a certain extent, an indirect tribute to the expediency of the line hit upon, that only one objection has reached me. In all these weeks the Ordinance has been known only one objection has been made to me officially, and that regards this line 73. With regard to that it has been shown that the right to build Chinese houses has been already practically given and to withdraw it would be to work in justice. For that reason a motion has been made for excluding the lot from the definition of the European district. There will now be another week, within which objections on the part of the public may be considered. I should think it hardly likely my will come in, but at all events it will give an additional reason in future for saying this Ordinance has not been passed hasty or without full consideration at this moment.

The Acting Chief Justice—If any difficulty ever arises, your Excellency having to clearly express the intention, another Ordinance can be brought in.

The Captain Superintendent of Police. Our difficulty has suggested itself to me. In some other Ordinances it is stated that two children under a certain age shall count as one adult. I don't know whether you intend that here.

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